CINCINNATI
LEGEND

Aircrafts having Current Charts are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation facilities, communications, services and hours for published airports, heliports and landing areas.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. to 8999 ft. in length

Hard-surfaced runways greater than 8999 ft. in length

Water use airport; hard-surfaced runway 1500 ft. to 8999 ft. in length; other runways unpaved

All runways water; hard-surfaced runways, including those closed, are greater than 8999 ft. in length; other runways unpaved

ADDITIONAL AIRPORT INFORMATION

Private; "(PVT)" - Use public use having restricted rules

Military - Other than hard-surfaced; all military airports are charted

Abandoned; Landing Area Only; Hard-surfaced runway 1500 ft. to 4999 ft. in length

Abandoned; Landing Area Only; Hard-surfaced runway 5000 ft. to 8999 ft. in length

Hard-surfaced runway greater than 8999 ft.

Airport of entry for both military and civil aircraft

OBJECT/OBSTACLE - Airport may advertise what shapes to use

AIRPORT DATA

Non-Airways FSS; Limited Aviation Weather Service Station

Non-Airways FSS; Limited Aviation Weather Service Station; Flight Watch

Special Use Airspace Information Service

Special Use Airspace Information Service; Flight Watch

Special Use Airspace Information Service; Limited Aviation Weather Service Station

Special Use Airspace Information Service; Limited Aviation Weather Service Station; Flight Watch

Some ASOS/AWOS facilities may not be located at airports.

Automated Surface Observing System

Automated Weather Observing System

ATIS 135.8 - Automatic Terminal Information Service

ASOS/AWOS 135.97 - Automated Surface Observing System/Automated Weather Observing System

Some ASOS/AWOS facilities may not be located at airports.

VFR Advisory - VFR Advisory Service (from airways) 123.6mhz ATIS

UNICOM - Aeronautical Advisory Station (Unicom) 122.95mhz

Elevation in feet

L - Lighting limitations exist; refer to Supplement

72 - Length of longest runway in hundreds of feet. Runway lengths may be rounded.

Rotating Beacon; Lighted

Segmented Circle

Tetrahedron

Landing Direction Indicator; Lighted

Lighted Helicopter Landing Area

Runway Lights Intensity Unknown

Runway Lights Intensity Unknown; Helicopter Landing Area

Runway Lights Intensity Unknown; Helicopter Landing Area; Lighted

Runway Lights Intensity Unknown; Helicopter Landing Area; Lighted; Helicopter Approach Path Indicator

Runway Lights Intensity Unknown; Helicopter Landing Area; Helicopter Approach Path Indicator

Runway Lights Intensity Unknown; Helicopter Landing Area; Lighted; Helicopter Approach Path Indicator

Runway Lights Intensity Unknown; Helicopter Landing Area; Lighted; Helicopter Approach Path Indicator; Helicopter Touchdown Area

Runway Lights Intensity Unknown; Helicopter Landing Area; Helicopter Approach Path Indicator; Helicopter Touchdown Area; Lighted

Runway Lights Intensity Unknown; Helicopter Landing Area; Helicopter Approach Path Indicator; Helicopter Touchdown Area; Lighted; Helicopter Approach Path Indicator

Runway Lights Intensity Unknown; Helicopter Landing Area; Helicopter Approach Path Indicator; Helicopter Touchdown Area; Lighted; Helicopter Approach Path Indicator; Helicopter Touchdown Area

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Tick Mark Indicates Direction of Flight; Effective hours; Tracks in NAIL and arrows

Class B Airspace; Blocks 1 and 2 Effective 0700-2200 Local, other times see Part 91.215(d)(4.)

Ceiling of Class B Airspace (MSL); Ceiling of Class B Airspace may indicate surface or be lower than ceiling of adjacent Class E and Airways

Class C Airspace with Ceiling 10k ft above surface that has a 4k ft floor; Ceiling of Class C Airspace may indicate surface or be lower than ceiling of adjacent Class E and Airways

Class C Airspace with Ceiling 10k ft above surface that has a 4k ft floor; Class C Airspace ceiling may indicate surface or be lower than ceiling of adjacent Class E and Airways

Class D Airspace; Ceiling of Class D Airspace may indicate surface or be lower than ceiling of adjacent Class E and Airways

Class E Airspace; Floor may indicate surface or be higher than floor of adjacent Class E and Airways

Class E Airspace; Floor may indicate surface or be higher than floor of adjacent Class E and Airways

Prohibited, Restricted, and Warning Areas

Alert Area and Military Operations Area (MOA); Ceiling and floor may indicate surface or be higher than ceiling or floor of adjacent Class E and Airways

Special Airport Traffic Area (See FAR 93.291 details)

National Defense Airspace

Terminal Radar Service Area (TRSA)

ADIZ - Air Defense Identification Zone

Mexico Border Area

Terminal Radar Service Area (TRSA) Effective Hours

Military Training Route

COMMUNICATION BOXES

Tick Mark Indicates Flight Service Station (FSS); Effective hours; Frequencies not listed are shown above boxes; All other frequencies are shown.

Direction of Radial(s)

Broadcast indicates Broadcast Weather

Continuous (or ATIS/Airport Advisory)

R - Receive only

Frequencies above this line are restricted to tower communications; All other frequencies for voice communication may be available as remote communications outlet (RCO); Supplement for complete information

RADIO AIDS TO NAVIGATION

VHF Omni-directional Range (VOR)

VOR/DME

VORTAC

Non-Directional Radio Beacon (NDB)

Non-Directional Radio Beacon (NDB) - CMRS

OBSTRUCTIONS

Ship too lit or unlit

Tower

Chimney

Elevation of the highest obstacle in the area; height above ground or mean sea level (MSL) of the highest obstacle and highest position and obstacle clearance (OC)

Wind Turbine

MISCELLANEOUS

Emergency Airport

Intersection with Name (Five Letter NAV, NDB, Fix)

Intersection

Marine Light

VFR/IFR Waypoints

Airport Location Identifier

Airport Name

Unicom

TOPOGRAPHIC INFORMATION

Power Transmission Line

Small Cable

Large Cable (Indicates Direction of Travel)

Mountain Peak

Contour Lines (Value of Feet); Flare symbol does not indicate a recommended route or direction of flight and pass elevation; Area between contour lines may contain obstacles to navigation not charted within the area

CONVERSION OF ELEVATIONS

FEET (Thousands): 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

METERS (Thousands): 0 1 2 3 4 5 6

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF), which are the highest terrain elevations in each quadrangle formed by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information contained in the publication. Within each of these quadrangles, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,345 feet ... 12⁵

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. Therefore, a direct route may be plotted on both charts. Use the latitude lines and corresponding latitude tick marks, one on each side of the chart, and follow the steps below.

STEP 1 - Draw the route on the chart you will use first.

STEP 2 - Decide which side of the chart has the distance between the departure point and the MATCH LINE. On that side, draw a short piece of route, parallel to the MATCH LINE, that is long enough to plainly on the chart, not extending beyond its edge).

STEP 3 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart. Mark the point where this line crosses the MATCH LINE as the MATCH LINE fix on that chart. Make that fix MARK A.

STEP 4 - Turn the chart over and transfer the end of the route on the paper to the second chart. Mark it MARK B. Extend a straight line from MARK A to the MATCH LINE.

STEP 5 - Turn the sheet of paper with MARK A on it over to the second chart. Place the edge of the paper on the MATCH LINE and slide edge with LINE B on the MATCH LINE. Keep the paper on the MATCH LINE and draw a line from MARK A to the departure or destination point (POINT B).

STEP 6 - Where the route crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 7 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3).

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please write to: Aeronautical Information Services, Chart Errors, website at http://faa.gov/go/ais/ prior to contacting us via toll free number (1-800-638-8972) or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Aeronautical Information Services, Chart Errors, 1305 East-West Highway, SSMC-4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT

For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For printed products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/print_procedures/

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is designated as Class E airspace. Class G airspace may exist from the surface to heights above the terrain and contain special use airspace areas.

For weather camera information visit https://weathercams.faa.gov

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace system, if capable, will maintain a listening watch on guard frequencies 243.0 MHz and/or 121.5 or UHF 243.0. It is incumbent upon all pilots to be familiar with the procedures outlined in the Aeronautical Information Manual (AIM) section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will be aware that flares are not utilized as a signal device by the U.S. military in the continental valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft or lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life or the protection of property; etc.

Boundary of Agency Areas

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as agencies) except at locations designated for aircraft landing by the superintendent, director or chief officer (hereafter referred to as superintendent) having the control of the operation. At all officially designated landing sites, or for an approved official business of the Federal Government, state or local government, or emergency rescue and evacuation of persons or property.

National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wilderness Areas, Waterfowl Production Areas, Game Management Areas, Public Hunting Areas, Areas administered by the Agencies. "Flat Admiralty Cir(cular) (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines recommended flight procedures for pilots flying VFR near noise-sensitive areas. Pilots are cautioned that while Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft or lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life or the protection of property; etc.

CONTROL TOWER FREQUENCIES ON CINCINNATI SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies) (and secondary VHF, if any). Frequencies are listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are serviced VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

Unless otherwise noted, Airport Traffic Service and Approach Control are available continuously. Only the route numbers, direction of flight along the route, and the route designation are depicted - route widths and altitudes are not shown.

Military Training Routes (MTR) with IFR Military Training Routes North and South sectional for current routes.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASOS/AWOS
ALGO (C) BERKELEY SPURTWING ARP	0800-1630 WA-FR 1200-1630 SA CLOSED SU-MO	134.7 255.2	121.9	119.225	
ANDERSON (LUK)	0700-1900	118.3	121.9		
BOLTON (I35)	0700-1900	124.1	121.9		
CAMPBELL COUNTY-BROOKINS FIELD (CVG)	0600-2400	118.3 257.8	121.9	121.2 (LMM)	
CARROLL (DAW)					
CINCINNATI/NORTHERN KENTUCKY INTL	CONTINUOUS	118.3 (RWY 18-36) 121.55 (L to R RY 27) 133.025 (RWY 09) 257.8 (RWY 27) Alert 118.3	121.7	124.075 (ARR) 135.0 (DEP)	
CLERMONT COUNTY (I69)	0700-2300	124.3 257.8	121.9	127.35	
CLINTON-MASSIE (I83)	0700-1900	123.0	121.9		
GREENUP COUNTY (I74)	CONTINUOUS	122.8	121.9		
HAMILTON-FAIRFIELD (HAO)	0700-2300	118.7	121.9		
HEAVILAND (I30)	0700-1900	123.0	121.9		
LAWRENCEBURG-SPENCER COUNTY (I14)	0700-1900	123.0	121.9		
LEBANON-WARREN COUNTY (I16)	0700-1900	123.0	121.9		
LUNKEN FIELD (LUK)	0700-2300	118.7 257.8	121.9	124.25	
MADISON (I62)	0700-1900	123.0 257.8	121.9	124.25	
MIAMI (MWO)	0700-1930	118.7 257.8	121.9	127.825	
MIDDLETOWN REGIONAL (MWO)					
NEWPORT (NEW)	CONTINUOUS	118.3 (RWY 09-27) Alert 118.3	121.9	135.05	
PENDLETON (I25)	0700-1900	123.0	121.9		
PORTSMOUTH (PBX)	CONTINUOUS	118.3 (RWY 09-27) Alert 118.3	121.9	124.35	
RICHARD (RCH)	0700-1900	123.0	121.9		
SCOTTSVILLE (SKV)	0700-1900	123.0	121.9		
SOUTHERN KENTUCKY (SDF)	CONTINUOUS	118.3 (RWY 18-36) Alert 118.3	121.9	124.35	
SPRINGFIELD-BECKLEY MUNI (SGH)	CONTINUOUS	118.3 (RWY 04-22) Alert 118.3	121.9	124.35	
WILLIAMSBURG (I65)	0700-1900	123.0	121.9		
WILMINGTON (ILN)	CONTINUOUS	118.3 (RWY 04-22) Alert 118.3	121.9	124.35	
WOOD (I26)	0800-2100	123.0 257.8	121.9		
WRIGHT-PATTERSON AFB (FFO)	CONTINUOUS	118.3 (RWY 06L-24R) Alert 118.3	121.9	135.125	
WRIGHT-PATTERSON AFB (MGY)	CONTINUOUS	118.3 (RWY 06-24) Alert 118.3	121.9	135.125	
XENIA (I75)	0700-1900	123.0	121.9		

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CINCINNATI	118.3 (RWY 18-36) 124.1 255.2 (RWY 27) Alert 118.3	CONTINUOUS
CHAMBERS (LWC) C	118.3 (RWY 04-22) 124.3 (RWY 04-22)	CONTINUOUS
COLUMBUS (LCK) C	118.3 (RWY 10-28) 124.0 255.4 (RWY 28)	CONTINUOUS
DAYTON (DAY) C	118.3 (RWY 06L-24R) 120.9 255.2 (RWY 24L)	CONTINUOUS
GREATER CINCINNATI (CVG) B	118.3 (RWY 18-36) 121.55 (L to R RY 27) 133.025 (RWY 09) 257.8 (RWY 27) Alert 118.3	CONTINUOUS
HEBRON (HEB) C	124.35 (RWY 09-27) Alert 118.3	CONTINUOUS
HUNTINGTON (HTS) C	118.3 (RWY 12-30) 124.0 255.4 (RWY 30)	CONTINUOUS
KENTUCKY (SDF) B	118.3 (RWY 18-36) 124.1 255.2 (RWY 36) Alert 118.3	CONTINUOUS
LEXINGTON (LEX) C	118.3 (RWY 04-22) 124.3 (RWY 04-22)	CONTINUOUS
LUNKEN FIELD (LUK) C	118.7 257.8 (RWY 06L-24R) Alert 118.3	CONTINUOUS
MARION (MNN) C	118.3 (RWY 09-27) Alert 118.3	CONTINUOUS
MIDDLETOWN REGIONAL (MWO) C	118.3 (RWY 04-22) Alert 118.3	CONTINUOUS
NEWPORT (NEW) C	118.3 (RWY 09-27) Alert 118.3	CONTINUOUS
PORTSMOUTH (PBX) C	118.3 (RWY 09-27) Alert 118.3	CONTINUOUS
RICKENBACKER INTL (LCK) C	118.3 (RWY 10-28) Alert 118.3	CONTINUOUS
WRIGHT-PATTERSON AFB (FFO) C	118.3 (RWY 06L-24R) Alert 118.3	CONTINUOUS
WRIGHT-PATTERSON AFB (MGY) C	118.3 (RWY 06-24) Alert 118.3	CONTINUOUS
XENIA (I75) C	118.3 (RWY 09-27) Alert 118.3	CONTINUOUS

SPECIAL USE AIRSPACE ON CINCINNATI SECTIONAL CHART

Yellow effective (solid) altitudes are:
"R" or "P" with a number.
"W" or "A" with a number. The last including "A" is a Flight level.
"MOA" with Non-ground communications.
Current Flight Service for information.

Other than by NOTAM.
Yellow altitudes are subject to change without notice and are not NOTAMed; contact the FAA for current information.

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3001	10 - 45(H)	0800-1400 MON-FRI	WASHINGTON CNTR NEW YORK CNTR	135.2 252.4 135.2 252.4
R-3002	10 - 45(H)	0800-1400 MON-FRI	WASHINGTON CNTR NEW YORK CNTR	135.2 252.4 135.2 252.4
R-4002 A	SFC TO BLW 18(H)	CONTINUOUS (1 SEP - 15 NOV)	WASHINGTON CNTR	119.75 377.1
R-4002 B	18(H) TO BLW 45(H)	0700-1700 MON-FRI, 0700-1300 SA	WASHINGTON CNTR	119.75 377.1
R-4002 C	18(H) TO BLW 45(H)	0700-1700 MON-FRI, 0700-1300 SA	WASHINGTON CNTR	119.75 377.1

MOA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BRUSH CREEK	8(H) - BLW 18(H)	INTERMITTENT BY NOTAM	WASHINGTON CNTR	119.75 377.1
BUCKEYE	8(H) - BLW 18(H)	INTERMITTENT BY NOTAM	WASHINGTON CNTR	119.75 377.1
HARRISON	4000 MSL - BLW 18(H)	INTERMITTENT BY NOTAM	WASHINGTON CNTR	119.75 377.1
MARION	4000 MSL - BLW 18(H)	0800-1400 MON-FRI	WASHINGTON CNTR	119.75 377.1
MUNCIE	8(H) - BLW 18(H)	0800-1400 MON-FRI	WASHINGTON CNTR	134.4 135.97
NEWARK	11,000 - BLW 18(H)	0800-1400 MON-FRI	WASHINGTON CNTR	134.4 135.97
PARIS RIDGE				
SALEM	1000 AGL - BLW 8(H)	0800-2359 MON-FRI	WASHINGTON CNTR	135.4 377.1
SPRINGFIELD	1000 AGL TO BLW 8(H)	0800-2359 MON-FRI	WASHINGTON CNTR	135.4 377.1
TARVER	8(H) - BLW 18(H)	0800-1700 MON-FRI	WASHINGTON CNTR	119.75 377.1

*Altitude values from MSL to the nearest hundred foot. All NOTAMed altitudes are MSL unless otherwise indicated in parentheses as (AGL). TOPAC=Top to Do(D)NOTAM.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 39° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984).

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage power lines and towers, ... and vertices. Check NOTAMs and see AIM for details.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission lines, overhead cables, antennas, towers or obstacles which may be encountered below reasonable and safe altitudes.

Feature normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTR routes are depicted on charts printed for flights above upwards. Only the route centerline, direction of flight along the route, and the route designation are depicted - route widths and altitudes are not shown.

Military Training Routes (MTR) with IFR Military Training Routes North and South sectional for current routes.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 4265 feet
located at 36° 56'N - 82° 01'W
Spot elevation 4254
Approximate elevation . . . . . + 200

4265
4000
3500
3000
2500
2000
1500
1000
500
SEA LEVEL

SPECIAL USE AIRSPACE

Special Awareness Training for the Washington DC Metropolitan Area
14 CFR Part 91, Section 91.161 requires any pilot who flies under VFR within a 60 nautical mile radius of Washington DC (DCA) to have received special training. This training has been developed and provided by the FAA via its www.FltaSafety.gov website. See AirChats.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Proximity CINCINNATI TERMINAL AREA
Pilots are encouraged to use Cincinnati APP/DEP Terminal Area Chart for flights at or below 10,000

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

EXAMPLES OF CLASS C ALTITUDES

Ceiling in hundreds of feet MSL
Floor in hundreds of feet MSL

EXAMPLES OF CLASS E ALTITUDES

Ceiling in hundreds of feet MSL
Floor in hundreds of feet MSL

EXAMPLES OF CLASS G ALTITUDES

Ceiling in hundreds of feet MSL
Floor in hundreds of feet MSL

HUNTINGTON TRSA

SEE TWR FREQ TAB

BRISTOL TRSA

SEE TWR FREQ TAB

FARMVILLE MOA

EVERS NORTH MOA

EVERS CENTER MOA

EVERS EAST MOA

EVERS LOW MOA

EVERS SOUTH MOA

BRUSH CREEK MOA

BUCKEYE MOA

Published from digital files compliant in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SCIN

NSN 7641014100161

SECXXCINCINNATI

DLA CAGE 26078

CINCINNATI SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

CINCINNATI

CINCINNATI